GRUMMAN
plane news

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Albatross rides on new wave as island-hopper

-see page 4

First tries at Sterling named best in April

Two newcomers to the Project Sterling Program hit the idea jackpot last month.

Scott Page and Judy Munroe earned $750 and $695, respectively, for their time-and-money saving suggestions. They led the field of 65 Grummanites who received monetary rewards totalling $9,780 for their ideas which saved the company over $540,000.

Just not right

Last year, Page was working in Great River's Avionic System Testing department as an electronic technician. It was his job to test Grumman's subcontract work for IBM's Fishkill division's test equipment. Page wasn't pleased with how the original test procedures were going.

Big pay-off. *Scott Page wrote a 30-page test procedure and submitted it to Project Sterling. His effort earned Page $750 and saved the company over $21,400.*

"I didn't feel the tests were really checking out the entire equipment," says Page, who now works in Digital Test Engineering in Plant 1. "So I drew up a 30-page description of a new, more thorough test procedure — that did the total job."

At his co-workers' urging, Page submitted his first employee suggestion about six months ago. Then he heard the news — he'll get $750 in cash for his idea . . . and the company will be delivering top quality products to IBM thanks to his ingenuity. Page reports he's had little trouble spending his reward.

Judy Munroe also took a good look at her job as a process finisher in Plant 2's Alodine department. She decided to make things easier for herself and others down the line who worked on the exhaust nacelle assemblies for the F-10A.

"These parts were being packaged and re-packaged in corrugated boxes with pre-cut ethafoam, all along the production route in Bethpage," says Munroe, who now works as a technical aide in Plant 3's Method Engineering. "It took me two hours to properly pack these fragile parts."

She decided that a special dolly should be built to transport these parts from department to department.

A Grummanite for six years, Munroe had heard a lot about the Project Sterling system . . . some good, some bad. Some people told her, "It takes too long to process . . . You'll never hear about your idea . . . It will be lost in the paperwork . . . ."

Bonus reward. *Judy Munroe suggested building a special dolly to transport exhaust nacelle assemblies around Bethpage. She received $695 for her idea.*

"But I was also hearing from others that the approval system had been streamlined," reflects Munroe. "I decided to take a chance and hope someone bought my idea."

In less than nine months, she learned that not only her suggested dolly would be transporting F-10A exhaust nacelles around Bethpage, but she'd be $695 richer for suggesting it.

The money went toward a new kitchen set for her family. "I personally think the new Project Sterling program is much better than the old one. Your idea doesn't get caught up in red tape. It's an open program. You get a fair shot at hitting the jackpot."

Among recent Grummanites who submitted award winning ideas were:

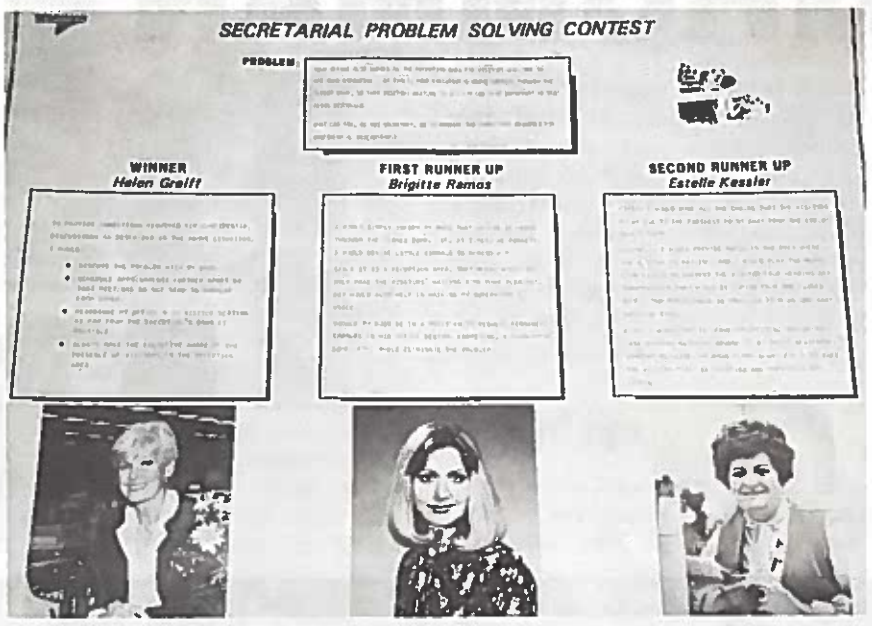
$560 — Robert Reed, Parts Paint, Pl. 3.
$550 — Edward Long, ILS Tech. Services, Pl. 35.
$505 — Edwin Wertz, Machine Shop, Pl 56.
$425 — Frank Minicozzi, Inventory Control, Pl. 2.
$390 — Edward Mulhearn, Steel Parts Assembly, Pl. 2.
$380 — Robert Williams, ILS System Design, Pl. 1.
$350 — Carole Ann Bosco, General Subcontracts, and Norman Palmer, Prod. Central-Parts Control, both of Pl. 30.
$330 — Joseph Bisagni, Methods and Planning, Pl. 2.
$290 — Harry Youngs and Ray Amendola, both of Pl. 2 Drop Hammer.
$200 — Richard Hachemeister, Machine Ops. Tech. Service, Pl. 3; Robert Karman, Mach. Fmg. Assembly, Pl. 3; and Bonnie Bush, Machine Shop, Pl. 56.
$180 — Robert Richter, Methods Engg./GSE, Pl. 2.
$170 — Rudy Wolmart, Prod. Rel. & Analysis, Pl. 43.
$160 — Carol Seymour, Central Purchasing, Pl. 30.
$145 — Donald Smith, Flight Avionics, Pl. 4.
$140 — William English, Repair Control, Pl. 6; and Walter Golde and Brian Dolan, Avionics Inst., both of Pl. 2.
$130 — Luca Tribuzio, Center Section Final Assembly, Pl. 3.
$120 — Roger Beshara, Receiving Inspect., Pl. 44.
$105 — George Crawford, Tanks and Ducts, Pl. 2.
$100 — Stephen Huey, Engineering, Pl. 88; Richard Bartick, Production, Pl. 88; Francisco Mazzola, Operations, Pl. 66; Thomas Burkhardt, Procurement, Pl. 30; Jerry Rector, Avionics, Pl. 77; Frank Rogienski, Steel Parts Assembly, Pl. 2; and George Milione, Environ. Center and Test, Pl. 5.

Locations shine too

In the April Project Sterling's "ratings war," Bethpage Operations led the way with 20 approved suggestions.

The only other operation to hit the double-digit list was Calverton Operations with 12 winning ideas.

Others participating in the Project Sterling Program at Grumman (number of awards in parenthesis) were: Great River Operations (8); Stuart Operations (7); Point Mugu (4); Manufacturing (3); Procurement Operations (3); Milledgeville Operations (2); Corporate Quality and Safety Operations (2) — and those with one approved suggestion, Configuration Data Management, Facilities Operations, ILS Operations, and Product Development Center.



Problem-solvers. *Winners of the Secretarial Problem Solving Contest were (L to R) Helen Greiff, Brigitte Ramos, and Estelle Kessler.*

Golden anniversary

Secretaries saluted

Over 400 Grummanites gathered at the Crest Hollow Country Club on Wednesday, April 23, to honor National Secretaries Day — and more specifically, 50 years of Grumman secretarial services.

On hand to laud the contributions Grumman secretaries have made to the company for half a century were Jack Bierwirth, chairman of Grumman Corporation; Joe Gavin, president of Grumman Corporation; and George Skurla, chairman and president of Grumman Aerospace, among many others.

Winners of the Secretarial Problem Solving Contest were also announced. Helen Greiff of Engineering won first place; Brigitte Ramos of Grumman Data Systems placed second, while Estelle Kessler of Accounting finished third.

To top off the evening, a fashion show highlighted the styles of secretaries over the past 50 years.

Procedure changes, healthy funds reported at meeting

Changes in the withdrawal procedures of the Employee Investment Plan were announced during the plan's annual meeting, held April 24 in the Plant 35 cafeteria.

The announcement highlighted the reports made to the audience regarding the performance of the four funds in the plan. The employees and retirees who attended the meeting heard mostly good news concerning their investments, especially in light of world economic conditions.

In announcing the changes, Bob Bradshaw said, "we struggled with this and tightened up the procedures as far as we could." Bradshaw sits on the Investment Plan Committee with George Skurla, the chairman of the board and president of Grumman Aerospace Corporation, and Bill Voorhest, assistant to the GAC chairman. Bob Bradshaw, who is the secretary of the Grumman Corporation, said that, "to try to achieve ideal results would require daily or weekly valuation of the four funds, which would be prohibitively expensive." Now, the funds are valued once a month.

He announced that participants in the plan now have two withdrawal periods each month. "What used to take four to six weeks will now take two to four weeks at the most," he told the audience.

If an employee makes a withdrawal request on or before the eighteenth of a month, payment should normally be received before the end of that month. If a request is made after the eighteenth, but before the end of the month, payment should be received before the middle of the next month.

All of the funds performed well in a financially volatile 1979. Richard Garmany of Aetna Life Insurance Company, which manages the Guaranteed Income Fund, explained how Aetna arrived at the 9.56 percent guaranteed interest rate for this year.

He was asked by the audience why Aetna doesn't pay rates equal to U.S. Treasury bills. Garmany noted that Aetna-managed funds had consistently outperformed three month U.S. Treasury bills during most of the ten-year period before 1980. While acknowledging the high interest rates paid on Treasury bills last year and early this year, he pointed out the recent sharp drop in interest rates on Treasury bills and that Aetna's investments are long term. "Most of our current investments were negotiated as much as 18 months ago." He said that current investment negotiations should gradually improve Aetna's ability to pay a higher guaranteed interest rate on the Guaranteed Income Fund.

Answering their questions. *Aetna Insurance Company's Richard Garmany answers a question about the Guaranteed Income Fund. Aetna's performance has been better than that of three month U.S. Treasury bills in the last decade.*

Gives overview

Larry Huntington, the president of the Fiduciary Trust Company which manages the Equity and Fixed Income Funds, gave an overview of economic conditions as he saw them. "We are now in a recession, and it will be deeper and longer than most people are predicting," he said. "In addition, the international news is as troubling as it has been in the last 30 years."

But, he told the audience, he sees a counterbalance. He feels that the securities market already reflects the bulk of the bad news we can expect to hear.

Grumman's Bill Parmentier gave Fiduciary's fund managers high marks. It's his job to compare the results achieved by the trust company with the performance of investment managers across the nation.

He compared the Equity Fund's performance to the 3500 portfolios listed in the Becker Evaluation Service. Becker has the most comprehensive data base for separately managed portfoilos.

Excellent performance

"The fund outperformed both Becker and the industry by a wide margin," Parmentier said. "Fiduciary's performance was excellent. They outperformed 75 percent of the Becker universe."

For employees who would like to see comprehensive statistics on the performance of the four funds, a booklet will soon be available. All the charts and graphs shown at the annual meeting are reproduced in it. Check the Investment Plan office in Plant 28. The telephone extension is 7250.

On site. *During his recent visit to Stuart Operations, Fla., Lt. Gen. G.J. Post, director of Defense Logistics Agency, discusses Grumman's Army programs with Ed Dalva vice president and general manager (C), and Tom Doyle, Mohawk program manager.(L)*

World record established

Bob Smyth established records for speed over a predetermined course when he piloted a Gulfstream III from Savannah, Georgia, to Hanover, West Germany. The record flight, for aircraft in the over 57,400 pound jet engined class, took only eight hours and 58 minutes.

On the return trip last Saturday, the Gulfstream cleared 50,000 feet to establish a new altitude record and the flight, from Geneva to Washington, D.C., also became the record for longest distance flown without refueling.

The Gulfstream flown by the director of Grumman Aerospace Flight Test Operations was one of the first production aircraft. It was displayed at the Hanover air show after arriving on Saturday, April 26.

Smyth, who flew the plane at .775 Mach, about 445 knots, to set the speed record, said that the plane performed "absolutely spectacularly."

The distance record was flown on a path over Norfolk, Virginia and along the Great Circle route to Hanover, passing over Gander, Newfoundland; Belfast, Northern Ireland; and north of Amsterdam, the Netherlands. In order to set the distance record, he had to circle 31 miles southwest of the Savannah airport.

GRUMMAN plane news

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Albatross embarks on a new adventure

A welcome sight for many a pilot downed during the Korean and Vietnam Conflicts was the Grumman HU-16 Albatross. Today, the huge search-and-rescue amphibian is about to embark on a new career as an island-hopping civilian transport for Resorts International, Inc.

On Tuesday, April 29, Resorts received Federal Aviation Administration (FAA) certification for the Albatross which it has converted into a 28-passenger commuter aircraft for use in the Caribbean. With this FAA stamp of approval, the former military search-and-rescue aircraft is permitted to fly civilian passengers.

In addition to assisting in the licensing of the HU-16, Grumman Aerospace is also under contract to modify 12 additional Albatrosses to its new FAA classification.

Long time coming

Over four years ago, Resorts began the long road to FAA certification for the HU-16, now designated G-111. Its two airlines — Chalk International and Antilles Airboats — needed more spacious amphibians to replace their aging fleet of Grumman Mallards.

When Resorts began its search, it discovered the Grumman Albatross to be just the amphibian it was looking for. The Albatross shares the Mallard's reputation as a superb, well-built flying machine. It can be outfitted to carry up to 28 passengers, a crew of three and double the cargo of its sister, the Mallard. And it can fly faster and three to four times farther than the older Mallard.

New life. *At the recent FAA certification ceremony at Stuart, Fla., the Grumman Albatross began a new career as a civilian transport for Resorts International. Above, actress Maureen O'Hara, president of Antilles Airboats — one of Resorts' two airlines which will use the amphibian — chats with Gerry Maurer, Grumman's director of Special Programs; and Norm Golden (R), Resorts' director of Aviation. On page 1, Dorothy Culpepper of Resorts christens the G-111 with the bubbly. (Cover photo of Albatross by John Spades; other photos by Fred Annette)*

Supply was no problem, since Grumman built over 460 HU-16s between 1949-61 for the Navy, Air Force and Coast Guard — and for the military of 17 other nations. About 200 Albatrosses are still in use or in storage. Though it proved to be trying at times, Resorts rounded up 13 G-111s: five from Japan, two from Canada, one from Germany, and the others from various domestic sources.

While Resorts designed its commuter Albatross, it contracted Grumman Aerospace to perform the modification work at its Stuart facility in Florida.

Two-and-a-half years ago, the Stuart team began work on the G-111 prototype. Complete overhaul as well as rework of the airframe and the two propellers and engines were required. Airframe update included removal of the wings and tail assembly for inspection and detailed

Time out. *During FAA sea-worthy trials, Ed Wilson (L), FAA test pilot; Grumman plane captain Larry Jackson; and Carl Alber (R), G-111 project pilot, take a break.*

check of all systems and components, with replacement as necessary.

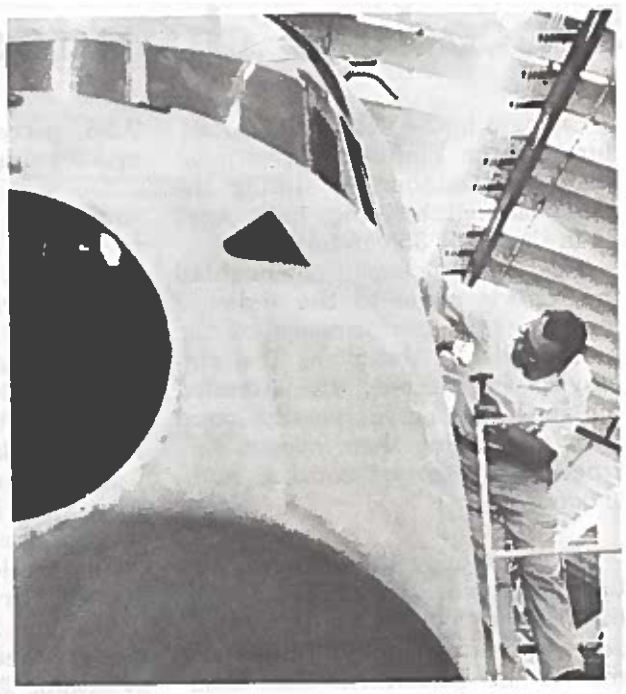
"Corrosion was considered a potential problem," says Bill Brown, Grumman's manager of commercial programs at Stuart. "So the interior and exterior of the HU-16 were inspected, repaired, treated and painted when corrosion was found." One of the major areas of concern — and a limiting factor in the life of an amphibian — was the main spar caps in the wing center section.

Years of sea spray had taken its toll. Titanium was the answer. "All G-111s going through the modification line will have new titanium cap strips," says Brown, "which should provide Resorts with long life wings for its new G-111."

Lightweight and modern

Since the G-111 prototype was an old military aircraft, its cockpit was filled with ancient tube instruments. Over 1,500 pounds were removed from the amphibian and replaced with modern, lightweight, transistorized equipment.

"While the FAA found itself certifying a lot of military planes for civilian use after World



War II, there has been little activity since — until the Albatross," reports Brown. "Safety is their number one concern."

To change the old search-and-rescue aircraft into a commuter aircraft seaplane, Grumman had to make several changes, ranging from replacing aluminum parts in the powerplant with stainless steel to installing additional fire extinguishing capability. Automatic feathering was also incorporated, so if an engine loses power its propellers will automatically feather (not rotate, reducing drag.)

Two emergency exits were also added to the new Albatross to conform with FAA regulations. And Grumman changed the existing doors to open out instead of in.

Maiden voyage

The G-111 prototype had its maiden flight in February 1979. For the past 14 months, the Resorts/Grumman team has been spending long hours meeting FAA requirements. Books of rules and regulations must be satisfied literally paragraph by paragraph. The team had to research and write a paragraph of its own showing how it will satisfy each rule and regulation.

"It's been a long, trying year," says Dorothy Culpepper of Resorts. "For a while, it was difficult to tell what day it was. Today, we've accumulated stacks and stacks of drawings and reports ready for the main files."

Although the main bulk of the FAA requirements are satisfied, the FAA will take its turn in the cockpit to make sure its newly established operating codes for the G-111 are on target. Then the Albatross prototype will be outfitted to its new passenger status.

Conversion of the remaining HU-16s depends on the availability of titanium for the wings. "The long waiting list for titanium has pushed back the delivery schedule," reports Brown. "But the normal turn-around time should eventually be nine to 10 months."

Today, there are three Albatrosses undergoing modification.

New approach

Accepting the aircraft-type certificate from Keith Blythe, FAA administrator, Norm Golden, Resorts director of aviation, said, "This certificate marks the start of a broad new approach to fill aviation needs in the Caribbean."

The G-111 will provide transportation in areas of the Caribbean where airports do not exist or are in places inconvenient for the inter-island traveller. In its 28-passenger, three-crew configuration, the Albatross will be a great addition to the Resorts fleet.

Chalks International Airlines, the world's oldest airlines, will utilize the G-111 on its routes from its base on Miami's Watson Island, to Nassau, Cat Cay and Bimini — all water-operations. Antilles Airboats serves the Virgin Islands.

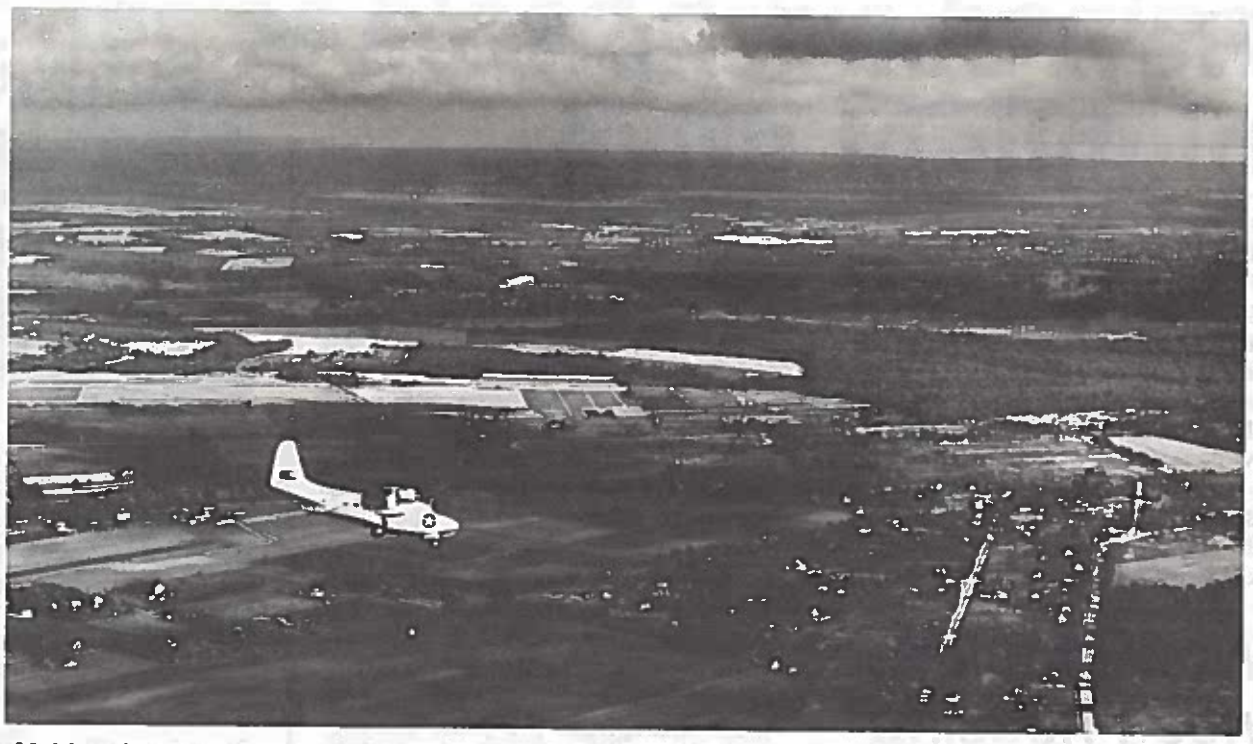
Stuart Operations is now set up to modify HU-16s. "With the FAA civil certification for the G-111, we expect an increased demand for modified Albatrosses," says Brown.

International market

In a related area, Grumman just purchased 36 HU-16B's — largely from Davis Monthan Air Force Base, Arizona — for the anticipated world-wide commercial market.

"We've heard from a number of people interested in the modified Albatross," says Brown. "There's talk of a commuter service from New York to Atlantic City — 'downtown to downtown' service . . . then, there's a need for a commuter service in Hawaii . . . oceanographic work . . . oil exploration . . . water bombers. . . ."

In short, the future looks bright and exciting for the Grumman Albatross with its bulbous nose and wide wing span. And the Stuart team sees a busy modification line in action during the next decade.



Maiden flight. *Bethpage was still farmland in 1947 when pilot Fred Rowley and co-pilot Carl Alber took the Albatross up for the first time. Vertical line at far right is Stewart Avenue.*

Remembering the Albatross

'. . . as comfortable as an old shoe'

It was the big sister of the Widgeon, the Gray Goose, and the Mallard. And when the Grumman Albatross first flew on October 1, 1947, it took off for a long, glamorous, and varied career.

The twin-engined amphibian was designed to be a work-horse, capable of rough-water operation on the open sea. Rescue work, anti-submarine patroling, personnel and cargo transport were the missions of the largest airplane that Grumman had ever built.

Like the old seabird it was named for, the Albatross looked a bit funny and awkward on the ground . . . and yet acquired its own strange beauty as it skimmed across the water and into the sky. As a rescue plane, it was the most beautiful aircraft in the world to the thousands of people it pulled out of the ocean.

During the early 1950's, nearly every issue of PLANE NEWS featured a story about some daring sea rescue mission starring the Albatross.

The plane was designed to handle four-foot waves; but in 1956, one landed in 16-foot waves to rescue an airman who had fallen from a B-26 over the China Sea. Because of the water's turbulence, several attempts to take off were aborted, and the amphibian was forced to taxi 98 miles back to Okinawa — a world's record.

"That incident was remarkable for a number of reasons," says Fred Rowley, who was the pilot for the Albatross' first flight. "Any airplane is fragile; even an amphibian is not built to take the same beating from the water that a boat can. But the Albatross was put together so well that it could withstand that sort of punishment."

Remembering his first flight, Rowley says, "It was a terrific plane . . . as comfortable as an old shoe, and well designed in every aspect: performance, flying qualities, and overall structure."

The Albatross was originally built for the Navy; but in 1947, the Navy had funds only for the two prototypes it had ordered. However, the Air Force had recently been designated as a separate arm of service and placed an order for 290 Albatrosses. Later on, the Navy bought 99, the Coast Guard bought 46, and the Royal Canadian Air Force bought 10. In 1956, the Republic of Indonesia became the first foreign country to order the Albatross. Today, 15 other nations own the big amphibians.

"One of the things that made the Albatross exceptional was its growth factor," says Rowley. "A well-designed airplane has the capacity to grow, to be developed; it's not locked into one mode."

In 1951, Grumman announced that the Albatross had become a triphibian. With the addition of a skid under the hull and each wing float, the plane could now operate on snow and ice as well as on land and water.

More changes came in 1955 with the introduction of the IRAN (inspect and repair as necessary) program. Albatrosses with high flight time were taken out of service and restored to first-flight condition. The 240 SA-16A Albatrosses that came back to be overhauled were given an SA-16B designation because the changes were so extensive. For a small investment, the customer got an airplane with a larger wing and larger tail surface that could fly higher, faster, and better.

The November 1956 issue of FLYING magazine featured an article by Major Wendell Mosely, USAF, titled "I'll Take The Albatross." Mosely was generous with his praise.

"Desk flying has temporarily taken me away from the Albatross, but I hope to get back into the seat of a flying boat again. The sound of salt water slapping into the hot engines, the taste of salt spray, the rattle of the waves on the hull are nostalgic. When I hear other pilots talking of their experiences with the Albatross I force my way into the conversation. To me, there never was and never will be another airplane like it."

New bonds, prizes highlight drive

Sam Piazzola has announced the start of Grumman's 1980 Savings Bond Drive will be Monday, May 12. This, says the director of Payroll Operations and chairman of the bond drive, will coincide with the issuance of the Series EE bonds. Beginning July 1, the new series will replace the current E series.

"Bonds are a painless way to save," says Paizzola. "The new bonds will earn six and a half percent interest if they are held five years and seven percent if they are held to full maturity, which is 11 years.

Payroll deductions can be arranged to purchase the bonds. "All an employee has to do is fill out and return the authorization card we sent out on May 7."

Series EE bonds can be purchased for half their face value, instead of three-quarters the face value of the Series E bonds.

Two events highlight this year's drive. Both are prize drawings. One was held today, May 9, in appreciation for Grummanites who continued in the payroll deduction program throughout the year. The second drawing will be held on July 10. It will include the names of those who will join during the drive, which ends on June 2, as well as those who have continued in the payroll deduction program.

The prizes are a new economy car, $100 gasoline gift certificates, $250 shopping sprees and miscellaneous appliances.

"Employees who already have payroll deductions and don't wish to change them need not fill out the authorization cards," says Piazzola. He explains that the smallest Series EE denomination bond is now $50. Deductions authorized for the Series E $25 bonds will automatically be converted to purchase the Series EE $50 bonds. Also provided is an automatic conversion of all other denominations as explained in the savings bond material sent to all employees on May 9.

New employees need housing

Do you have an apartment or a room to rent or share? New graduates and several summer students starting work at Grumman in the near future are looking for housing.

Kathy Willsey of the College Program office can probably help you line up a tenant or a roommate.

She can be reached on Ext. 6252, Employment Office, A08-28.

Meeting reminder

The third annual meeting of the Grumman Political Action Committee takes place on Wednesday, May 14, in the Plant 4-Hangar No. 3 at 4:30 p.m. Sorry, only PAC members may attend. Guest speaker is Richard Helms, formerly director of the Central Intelligence Agency and ambassador to Iran.

obituaries

THOMAS G. STANCAMPIANO of Supplier Control, Pl. 30, died April 10 at the age of 59. He had been with the company since 1966 and resided at London Square, Apt. 6, Buckingham, Clifton Park.

WILLIAM P. PHILLIPS of Advanced Aircraft Systems, Pl. 5, died April 15 at the age of 54. He had been with the company since 1963 and resided at 11 Sherwood Drive, St. James.

LAWRENCE RITTER of Sub Assembly, Pl. 1, died April 17 at the age of 58. He had been with the company since 1960 and resided at 61 Bernard St., Farmingdale.

FREDERICK C. GURNEY of Industrial Engineering, Pl. 6, died April 20 at the age of 43. He had been with the company since 1969 and resided at 20 Fisher Road, Commack.

Software facility opened

Orlando facility opens. *Ribbon-cutting ceremonies took place recently at the Navy's new software support facility. Developed by Grumman, it was designed to support the A-6E Weapon System Trainer initially. Doing the honors are (from left): Capt. D.H. Westbrock, facility commander; Henry Okraski, head of Logistics Engineering division N-41, Naval Technical Equipment Center; Gerry Sandler, Grumman's Software Systems department head; Dr. J.F. Harvey, NTEC technical director; Harvey Fromer, director, Grumman Training Systems.*

Personals

We wish to thank my friends and co-workers for their kindness and sympathy during the recent loss of my father. Gail Plummer and Family

We wish to express our deep gratitude to my friends and co-workers for their expressions of kindness and sympathy during the recent loss of my mother. Jean Zach and Family

We were most appreciative of the expressions of sympathy conveyed by my co-workers during the recent loss of my father. Carl A. Lubin and Family

We wish to thank all the wonderful people who were so kind to us in our time of need during the death of our father, Eugene Messmer. Robert Messmer and Family

We wish to thank my friends and co-workers for their kindness and sympathy during the recent loss of my mother. Edward A. Brandt and Family

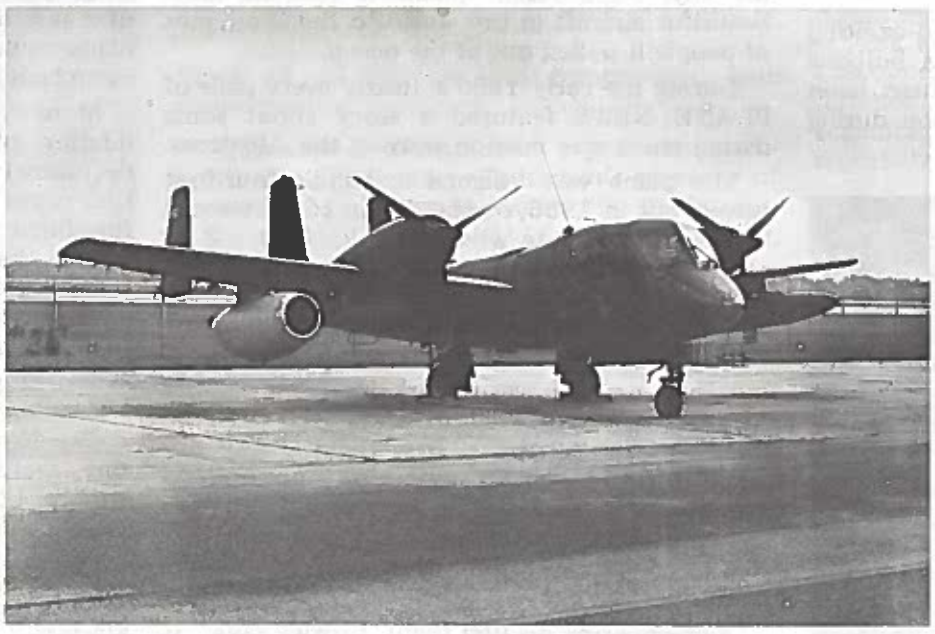
We wish to express our thanks to my co-workers for their kindness and sympathy during the recent loss of my mother. Frank Romano and Family

We would like to extend our gratitude to all our friends and co-workers for their thoughtfulness and sympathy during the recent loss of my mother. Barney Minogue and Family

We wish to thank my friends and co-workers for their kindness and sympathy during the recent loss of my father. R. J. Coletti and Family

With sincere appreciation to all of you for your kind expression of sympathy during the recent loss of our father. The Seymour Family

We would like to thank my friends and co-workers for their expression of sympathy during the recent loss of my father. Leonard Morgan and Family



NASA-bound. *Stuart Operations recently delivered this modified OV-1B Mohawk to NASA Langley Research Center — two weeks ahead of schedule. Grumman installed a Pratt and Whitney JT15D-1 turbofan engine on the right wing drop tank station. NASA will use this Mohawk in its wind tunnel as part of its research for better, quieter, more efficient turbofan engines.*

Need a ride?

CENTEREACH/SELDEN: 7-3:30 shift, Pl 6 Calverton, join existing 2-man pool. H. Schneider, X6881

COMMACK/E. NORTHPORT: Van Pool to Bethpage, 8 am shift. $50/20 working days. B. Wellner. X9596

FORT SALONGA: to Bethpage. Person to join existing 3-person car pool. T. Geraci, X8677/261-8728

MASTIC/MEDFORD: plus pickups along LIE to Bethpage. Van Pool for 8:00 start, $60/mo. 281-4974

Praises response as blood drive begins

"Results of the initial efforts in this year's blood drive are encouraging," says the chairman of the Grumman Blood Donor Program. "While we're still short of our goal of 80 percent participation, which I feel we really should be able to achieve," Dave Walsh continues, "most of the units have come close to the 50 percent mark."

He feels that, since Grumman is the largest employer on Long Island, it should be the pace setter for the rest of the community.

Unit Pledge Results*

Product Dev Ops Cen (52)
Great River, Prod Shops (31)
Great River (35)
Corp Qual & Safety Ops (34)
Material Mgmt (32)
Software Sys & Flt Test (46)
Business Ops (42)
Admin Services (44)
Proc Ops (35)
Bus Dev (72)
Corp Staff (42)
Calverton-Pit 6 Prod (37)
Calverton-Pit 7 & 8 Prod & Q.C. (38)
Calverton (41)
Sec & Pers Srvcs (35)
Transportation (40)
Fac Maint (32)
Mfg-Res Plng & Staff (46)
Manufacturing-Matl Engrg (48)
Manufacturing-Tool Shop (42)
Bethpage Ops-Plt Ops (36)
Bethpage Ops-Plt Ops (35)
Bethpage Ops-Mach Ops (43)
Bethpage Ops-Support Grps (34)
Mgmt & Staff/Prod Trng (38)
ILS-Ops (42)
ILS-Engrg Systems Tech (58)
ILS-Engrg Equipt Tech (52)
ILS-Publications (49)
ILS-Supply Ops (45)
Ops M & S/Motty Prgm/Prgm Mgmt/S & Cp (40)
Res M&S/Prop Mgmt/Facil Maint/Facil Engrg (32)
Engineering-Admin/Staff (52)
Engineering-Sys Engrg (51)
Engineering-Des Engrg (48)
Engineering-Des Engrg (45)
Corp Sys & Proced (48)
Grumman Data Sys (53)
Grumman Data Sys (55)
Subsidiaries (42)

*Numbers in parentheses are percent of group pledging to donate.

"We're trying to make it as easy and convenient as we can for Grummanites to give blood. Wherever we can, we will locate the donation site within the home plant of the group whose turn it is to donate." Grumman's Long Island population has been grouped into 40 units in order to accomplish this, Walsh explains.

Donations under the new system will begin in July.

Most Grummanites realize that Long Island's blood donors have not been able to meet the demand. Yet, they still have a legitimate right to ask "How does my donation benefit me, or my family?"

The coordinators of the Grumman Blood Program have attempted to answer that question. Here is their response:

If you donate blood during the Grumman drive, what can you expect in return? You can expect, initially, the peace of mind that you have just provided the Long Island community with its most important natural resource: blood.

The old system of "credits", whereby people gave blood to get blood, has been eliminated. The result is the concept of community responsibility, or total coverage. This concept is based on the needs of all patients, regardless of their donor status. Provided that there is enough blood in the system, any patient — from a 20 gallon lifetime donor to one who has never donated — will receive blood.

When Grumman employees donate, that blood is not put on a special shelf marked "Grumman". Blood lasts only 21 days and can't be stored away for future use. It is made available to anyone in the community.

Daily demand high

Five hundred units of blood are needed by hospital patients every day throughout the Long Island area. Long Island Blood Services (LIBS), which conducts Grumman drives, collects, processes, and distributes blood to 43 hospitals throughout Long Island. This nonprofit health service is a division of the Greater New York Blood Program. It is the sole collector of blood on Long Island.

Soon after your donation, LIBS drivers are rushing your blood donations to their labs in Melville where it will be processed into five different life saving components. Red cells, white cells, plasma, platelets and cyroprecipitate can give life sustaining treatment to hemophiliacs, cancer patients receiving chemotherapy, burn victims, weakened hospital patients, open heart surgery patients, individuals with acute cases of anemia, and many others.

"If I gave blood freely, why is there a charge for it?" is another question sometimes asked by donors. The answer concerns the processing fee. Although the blood is donated, the handling of the blood is expensive. From the moment blood is drawn from a donor to the moment it is transfused, it requires skillful handling from nurses, lab technicians who test and process it, drivers who deliver it and clerks who package it. In addition, a substantial amount of equipment is needed to prepare it for hospital patients. There are computerized testing machines, refrigerated storage lockers and laboratory equipment. The blood program is self-supporting and receives no city, state or federal support.

The processing fee which covers all of these expenses is charged to the hospitals. They in turn charge the hospital patients set fees for each donation of blood that they use.

Call for information

Our Traveler's Insurance group policy pays the fee for Grummanites. It is also covered in the Health Maintenance Organization policies.

If you or your spouse, dependent children, parents or grandparents receive blood, call the Blood Program Secretary. The telephone number is 516-575-6283. Call between 8:00 am and 4:30 pm.

calendar

Aikido Club: every Mon. and Wed., 5 p.m., Pl. 35 caf.; for sport and self-defense; L.I. Aikido Federation; Grumman employees welcome. B. Bauman, Ext. 7706/M. Stock, Ext. 7362

Alcoholics Anonymous: every Mon., 5 p.m., Pl. 15, conference room C; closed meetings; Personnel Relations, Ext. 3521; Calverton: Chemical Dependency Discussion Group, every Mon., 4-5 p.m., Hdq. Bldg.; open meeting. C. Robb, Ext. 117-6526

Coin Club: (Calverton) every Fri., 1st noon lunch, Pl. 6, conference room; Grumman employees welcome. W. Kondratowicz, Ext. 117-6680

Fencing Club: every Wed., Pl. 30 caf., 4:30 to 6:00 p.m. Beginners welcome, free lessons; Grumman employees only. P. Chaldaris, Ext. 4331/J. Hayne, Ext. 5556

Folk Dancers Club: every Tues. and Thurs., lunchtime, 2nd floor Pl. 6, folk, ballroom and disco. Grumman employees welcome. J. Hamelman, Ext. 117-6835

Grumman Disabled American Veterans Club: Wed., May 21, Pl. 3 caf.; 4 p.m. Disabled Vets only. T. Melia, Ext. 4750

Grumman Scuba Divers Club: Wed., May 14, Chateau Restaurant, Wyandanch, 7:30 p.m., guests welcome. P. Craig, Ext. 4779

Karate Club: Every Tues. and Thurs., Pl. 28 auditorium, 5:15 to 7:00 p.m., black belt instructors, physical and mental development; guests welcome. T. Ortiz, Ext. 4764

Model Railroad Society: every Wed., Model Railroad building, 7 p.m., regular meeting, Grumman employees welcome. R. Muntz, Ext. 115-6330

"You were the link," *Commander Wally Courtney told the five members of the Grumman Amateur Radio Operators Club when he presented them with the Navy "Certificate of Merit" for their efforts during the Iranian crisis. Present to receive the award were (left to right): Dave Goldblum, John "Skip" Courtney, Club President Ray Schubnel, Jim Kearney and Zac Zilavy. (Ken Johnson photo)*

scorecard

Bowlers tops

Grummanites Maureen Croes, Arleen Schwemmer, Rita Mathia, and Lorraine Coulaz combined forces to sweep this year's Long Island Industrial Bowling Tourney awards.

Going into the final night of play, the Grumman women had a healthy 300-plus pin lead. Croes led the way with a 200-200-712 four-game series. Coulaz rolled a 200-672 series, while teammates Schwemmer and Mathia contributed 603 and 623, respectively. When the final pin dropped, the Grumman varsity had won its fourth straight title — 20th since the tourney's inception in 1943.

They also took first and second in high team games and high team series for the tourney. Schwemmer's 256 game took high game honors. And Croes led the entire competition with 2,269 pins to be heralded as the tourney's top kegler.

Grumman also came in first place in the incentive division by rolling 560 pins over its team average. But a team can only win one major trophy so that honor went to Liberty Mutual.

Best of L.I. *After winning their fourth straight L.I. Industrial Bowling Tournament, Grumman varsity keglers (L to R), Maureen Croes, Arleen Schwemmer, coach Ellen Drasser, Lorraine Coulaz and Rita Mathia, show off their championship trophy. (Photo by Bob Settles)*

Pinehurst set

On Wednesday, June 18, Grummanites will be competing on the Blue course at Bethpage State Park in the first of three Mixed Pinehurst golf tourneys slated for this season.

If you wish to be one of those golfers, you'd better sign up early at the GAA building next to Plant 2, Ext. 2133. The field is limited to 60 golfers.

Entry fee of $5.50 per person includes greens fee, and kickers' prizes. Because of the growing contingent of Mixed Pinehurst enthusiasts, your entry fee must accompany your registration.

In Mixed Pinehurst play, both male and female golfers tee off, play each other's drive on the second shot, and then select the better lie for the third shot. From then on, they alternate play using the selected ball until it is holed out.

A trophy is awarded to the team that shoots low gross. To be eligible for the kickers' drawing, you and your partner must choose a handicap that when subtracted from your nine-hole score will allow you to finish between 30 and 40.

Other Pinehursts slated for this year are on Wednesday, July 23, and Wednesday, August 20. No entries will be accepted for these two tourneys until completion of the prior month's competition.

Saddle up

Grummanites and their families are invited to ride with the Grumman Equestrian Club this season.

Lessons will be given by experienced instructors on Mondays through Fridays, after work in Huntington.

Interested in joining? Contact Ruth Geiger, Ext. 7373/9559; or Barbara Wallace, Ext. 4083/5442.

Discount tix

If you and your family are planning to visit the Six Flags' Great Adventure park in New Jersey this year, check out the Employee Services (ES) offices. ES is selling discount tickets — $10 — which entitle you to admission to both the drive-thru safari and the amusement park and shows.

Summer keglers

The Grumman Rainbow Summer Bowling League invites all keglers to its organizational meeting on Wednesday, May 28. Summer bowlers will meet at the Syosset Lanes on Jericho Turnpike at 6:30 p.m. Any kegler interested in joining this league should call Herb Mahoney at the GAA office, Ext. 2133 or 2269.

Record run

Donald Scholl set a new record at the recent Camarillo Kiwanis Club 10K Run. Don, who works in Quality Control at Pt. Mugu Operations in California, clocked 36:28 to beat the previous mark of 39:06 set by last year's winner. He competed in the men's 40-49 division.

Take the bus

If you're planning on visiting Atlantic City this June, why not leave the driving to GAA. A special bus trip to Resorts International Casino is slated for Sunday, June 8. For only $20, you get round-trip transportation via motorcoach, lunch including gratuity, Bravo Broadwalk Show, a box of taffy, and a $2 coupon for quarters on arrival.

Full payment is required at time of registration. Call the GAA office for more details.

Tennis test

The Grumman men's varsity tennis team will hold tryouts on Tuesday and Wednesday, May 20 and 21, at the Bethpage Tennis Center on Norcross Ave. in Bethpage from 5 to 7 p.m. Call Andy Kaufmann, Ext. 6240, to register and obtain additional information.

GRUMMAN plane news

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